

CHAPTER 4

Remaining Significant Impacts

Table 1.4, *Summary of Impacts and Mitigation Measures*, summarizes the impacts, mitigation measures and levels of significance before and after mitigation of the proposed project and the non-clustered scenario. While mitigation measures would reduce the level of impact, the following impacts would remain significant after mitigation measures are applied. Significant impacts of the proposed project and the non-clustered scenario include the following:

Air Quality

Impact 3.2.2: Violate air quality standards or contribute to an air quality violation.

Significance Standard for Impact 3.2.2: Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Proposed Project

As discussed in Section 3.2, *Air Quality*, of this Draft EIR, mitigation measures applied for construction activities of the proposed project would lessen impacts associated with Impact 3.2.2 and 3.2.3. However, construction of the proposed project would violate air quality standards related to NO_x, PM₁₀, and PM_{2.5}, resulting in a significant air quality impact. Implementation of Mitigation Measures MM 3.2-1 through MM 3.2-3 would reduce construction emissions of PM_{2.5} below a level of significance; however, impacts related to NO_x and PM₁₀ would remain after mitigation has been implemented. Consequently, Impact 3.2.2 would remain significant for the proposed project. Because the proposed project would have some significant impacts that would not be mitigated to a less than significant level, if it decided to approve the project, the Board of Supervisors would be required to adopt a statement of overriding considerations under CEQA Section 20181(B) and *CEQA Guidelines* Section 15093 determining that the project's benefits outweigh its significant impacts on the environment.

Non-Clustered Scenario

As discussed in Section 3.2, *Air Quality*, of this Draft EIR, mitigation measures applied for construction activities of the non-clustered scenario would lessen impacts associated with Impact 3.2.2. However, construction of the non-clustered scenario would violate air quality standards related to NO_x and PM₁₀, resulting in a significant air quality impact. Implementation of Mitigation Measures MM 3.2-1 through MM 3.2-3 would reduce construction emissions of NO_x and PM₁₀; however, impacts would remain after mitigation has been implemented.

Consequently, Impact 3.2.2 would remain significant for the non-clustered scenario (as discussed in Section 3.2, *Air Quality*, of this Draft EIR). Because the non-clustered scenario would have some significant impacts that would not be mitigated to a less than significant level, if it decided to approve the project, the Board of Supervisors would be required to adopt a statement of overriding considerations under CEQA Section 20181(B) and *CEQA Guidelines* Section 15093 determining that the project's benefits outweigh its significant impacts on the environment.

Impact 3.2.3: Result in a cumulatively considerable increase of non-attainment criteria pollutants.

Significance Standard for Impact 3.2.3: Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Proposed Project

As discussed in Section 3.2, *Air Quality*, of this Draft EIR, construction of the proposed project would violate air quality standards related to NO_x and PM₁₀, resulting in a significant direct and cumulative air quality impact. Implementation of Mitigation Measures MM 3.2-1 through MM 3.2-3 would reduce construction emissions of NO_x and PM₁₀. Consequently, Impact 3.2.3 would remain significant after mitigation is implemented. Because the proposed project would have some significant impacts that would not be mitigated to a less than significant level, if it decided to approve the project, the Board of Supervisors would be required to adopt a statement of overriding considerations under CEQA Section 20181(B) and *CEQA Guidelines* Section 15093 determining that the project's benefits outweigh its significant impacts on the environment.

Non-Clustered Scenario

As discussed in Section 3.2, *Air Quality*, of this Draft EIR, construction of the non-clustered scenario would violate air quality standards related to NO_x and PM₁₀, resulting in a significant direct and cumulative air quality impact. Implementation of Mitigation Measures MM 3.2-1 through MM 3.2-3 would reduce construction emissions of NO_x and PM₁₀. Consequently, Impact 3.2.3 would remain significant after mitigation has been implemented. Because the non-clustered scenario would have some significant impacts that would not be mitigated to a less than significant level, if it decided to approve the project, the Board of Supervisors would be required to adopt a statement of overriding considerations under CEQA Section 20181(B) and *CEQA Guidelines* Section 15093 determining that the project's benefits outweigh its significant impacts on the environment.

Transportation/Traffic

Impact 3.14.1: Substantial increase in traffic in relation to existing traffic load and capacity, or conflict with transportation plans, policies, or ordinances.

Significance Standard for Impact 3.14.1: Would the project result in an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections), or conflict with an applicable plan, ordinance or policy establishing measures or effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths and mass transit?

Proposed Project

As discussed in Section 3.14, *Traffic/Transportation*, of this Draft EIR, the proposed project would increase traffic in the project area during construction and would generate approximately 780 daily trips during operation. Project impacts to traffic capacity would be less than significant, and implementation of Mitigation Measures MM 3.14-1 through MM 3.14-3 would reduce the project's contribution to cumulative (Year 2035) intersection impacts to a less than significant level. Peak-hour traffic generated by the proposed project would represent up to about 7.0 percent of the growth in traffic from existing to Buildout (Year 2035) conditions at the Santiago Canyon Road / Live Oak Canyon Road intersection (Mitigation Measure MM 3.14-1) and up to about and 3.6 percent at the El Toro Road / Glenn Ranch Road intersection (Mitigation Measure MM 3.14-2). However, as the lead agency does not have jurisdiction over proposed improvements (the adversely affected intersections are located in the City of Lake Forest), these impacts associated with the proposed project cannot be assured to be mitigated to a level that is less than significant. Because the project would have some significant impacts that would not be mitigated to a less than significant level, if it is decided to approve the project, The Board of Supervisors would be required to adopt a statement of overriding considerations under CEQA Section 20181(b) and *CEQA Guidelines* Section 15093 determining that the project's benefits outweigh its significant impacts on the environment.

Non-Clustered Scenario

As discussed in Section 3.14, *Traffic/Transportation*, of this Draft EIR, the non-clustered scenario would increase traffic in the project area during construction and would generate approximately 780 daily trips during operation. Project impacts to traffic capacity would be less than significant, and implementation of Mitigation Measures MM 3.14-1 through MM 3.14-3 would reduce the project's contribution to cumulative (Year 2035) intersection impacts to a less than significant level. Peak-hour traffic generated by the proposed project would represent up to about 7.0 percent of the growth in traffic from existing to Buildout (Year 2035) conditions at the Santiago Canyon Road / Live Oak Canyon Road intersection (Mitigation Measure MM 3.14-1) and up to about and 3.6 percent at the El Toro Road / Glenn Ranch Road intersection (Mitigation

Measure MM 3.14-2). However, as the lead agency does not have jurisdiction over proposed improvements (the adversely affected intersections are located in the City of Lake Forest), these impacts associated with the non-clustered scenario cannot be assured to be mitigated to a level that is less than significant (see Section 3.14, *Traffic/Transportation*, of this Draft EIR). Because the project would have some significant impacts that would not be mitigated to a less than significant level, if it is decided to approve the project, The Board of Supervisors would be required to adopt a statement of overriding considerations under CEQA Section 20181(b) and *CEQA Guidelines* Section 15093 determining that the project's benefits outweigh its significant impacts on the environment.

Impact 3.14.2: Exceed level of service standards established by congestion management agency, or conflict with congestion management program.

Significance Standard for Impact 3.14.2: Would the project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways, or conflict with an applicable congestion management program, including, but not limited to level of service standard and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Proposed Project

As discussed in Section 3.14, *Traffic/Transportation*, of this Draft EIR, the proposed project would increase traffic volumes at area intersections and on Santiago Canyon Road. Project impacts to LOS standards would be less than significant (no mitigation is necessary), and implementation of Mitigation Measures MM 3.14-1 and MM 3.14-2 would reduce the project's contribution to cumulative (Year 2035) intersection LOS impacts to a less than significant level. However, as the lead agency does not have jurisdiction over proposed improvements (the adversely affected intersections are located in the City of Lake Forest), these impacts associated with the proposed project cannot be assured to be mitigated to a level that is less than significant. Because the project would have some significant impacts that would not be mitigated to a less than significant level, if it is decided to approve the project, The Board of Supervisors would be required to adopt a statement of overriding considerations under CEQA Section 20181(b) and *CEQA Guidelines* Section 15093 determining that the project's benefits outweigh its significant impacts on the environment.

Non-Clustered Scenario

As discussed in Section 3.14, *Traffic/Transportation*, of this Draft EIR, the non-clustered scenario would increase traffic volumes at area intersections and on Santiago Canyon Road. Project impacts to LOS standards would be less than significant, and implementation of Mitigation Measures MM 3.14-1 and MM 3.14-2 would reduce the project's contribution to cumulative (Year 2035) intersection LOS impacts to a less than significant level. However, as the lead agency does not have jurisdiction over proposed improvements (the adversely affected intersections are located in the City of Lake Forest), these impacts associated with the non-

clustered scenario cannot be assured to be mitigated to a level that is less than significant. Because the project would have some significant impacts that would not be mitigated to a less than significant level, if it is decided to approve the project, The Board of Supervisors would be required to adopt a statement of overriding considerations under CEQA Section 20181(b) and *CEQA Guidelines* Section 15093 determining that the project's benefits outweigh its significant impacts on the environment.